

# The China Mail.

Established February, 1846.



VOL. XLI. No. 6838.

號七十月六年五十八百八十一英

HONGKONG, SATURDAY, JUNE 27, 1885.

日五十月五年西乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. George STUART & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMERCI PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEALS & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SALEY & Co., Agents, Singapore. C. HEINESEN & Co., Manila.

CHINA.—M. MESSRS F. A. DA CRUZ, SOUTON, ORTELL & Co., Amoy, WILSON, NICOLLS & Co., Foochow, HEDDE & CO., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & Co., and KELLY & CO.

## Banks.

### NOTICE.

RULES OF THE HONGKONG & SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, May 7, 1885. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE,

40, THREADNEEDLE STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

H. A. HERBERT,

Manager,

Hongkong Branch.

Hongkong, May 29, 1885. 885

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$400,000

RESERVE FOR EQUALIZATION.....\$400,000

RESERVE LIABILTY OF PRO-  
PRIETORS.....\$7,500,000

COURT OF DIRECTORS.

Chairman—Hon. F. D. SASSON.

Deputy Chairman—A. McIVER, Esq.

E. D. BOTTOMLEY, M. GROVE, Esq.

H. D. DALBYNILE, Hon. W. KESWICK, Esq.

A. P. MOEWEN, Esq.

W. H. FORBES, Esq.

Chief Manager.

Hongkong, Thomas JACKSON, Esq.

Shanghai, E. F. CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, February 28, 1885. 347

THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

LADIES' HAIR DRESSING SALOON is attached to this Establishment, and Ladies are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 756

JUST RECEIVED

SWEET CAPORAL CIGARETTES.

HONGKONG DISPENSARY.

Hongkong, April 11, 1885. 616

## Intimations.

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

CAPITAL.....\$200,000 in 4,000 Shares of \$50 each fully paid-up.

Consulting Committee:

C. D. BOTTOMLEY, Esq. E. E. SASSON, Esq.

B. S. FERNANDES, Esq. W. H. FORBES, Esq.

APPLICATIONS for a LIMITED NUMBER of SHARES in the above Company will be RECEIVED at our OFFICE, where the Articles of Association may be inspected up to Noon on SATURDAY, 4th July.

RUSSELL & Co., General Managers.

Hongkong, June 26, 1885. 1081

## FOURTH DRAWING.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given, in conformity with the Conditions under which the DEBENTURES of the above Company were issued, the following Numbers of DEBENTURES to be PAID off in Hongkong on the 30th day of June, 1885, when the INTEREST thereon will cease to be payable, were this DAY DRAWN at the Office of Messrs. JARDINE, MATTHESON & Co., Hongkong, Agents of the Company, in the presence of the Undersigned Notary.

THE NUMBERS OF DEBENTURES DRAWN, ARE:

1 142 263 424  
9 143 267 426  
11 144 273 445  
15 155 278 450  
17 159 281 451  
22 168 285 453  
24 169 286 456  
25 170 288 462  
39 181 302 463  
42 186 304 469  
47 187 306 475  
54 188 310 482  
57 194 311 491  
62 195 319 495  
64 197 322 502  
65 199 324 506  
74 202 329 509  
76 204 340 513  
83 207 347 516  
87 211 351 521  
91 213 355 525  
96 218 357 534  
102 220 358 539  
106 227 363 550  
111 228 375 552  
114 231 379 556  
117 235 390 561  
120 236 391 562  
121 238 393 566  
123 243 398 570  
127 244 408 572  
135 255 411 577  
137 256 414 585  
138 257 417 586  
139 259 420 588

The above DEBENTURES will be PAID off at the Office of the Undersigned General Agents on and after the 30th June, 1885.

For the CHINA SUGAR REFINING COMPANY, LIMITED.

JARDINE, MATTHESON & Co., General Agents.

Countersigned,

VICTOR H. DEACON,

Notary Public,

Hongkong.

Hongkong, June 19, 1885. 1031

W. POWELL & Co.

## For Sale.

LANE, CRAWFORD & Co. HAVE RECEIVED A NEW SUPPLY OF SUMMER GOODS

IN THEIR OUTFITTING DEPARTMENT, Consisting of—

GENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material suitable for hot climates.

LAWN TENNIS SHIRTS thoroughly shrunk.

The 'ASCOT' SUMMER WASHING SCARF.

Washing SILK SCARVES and TIES, in new shapes.

'TERRA' ZEPHYR FELT, and STRAW HATS.

The 'FORBES' WATSON Patent FELT SUN HELMET.

Galatea PITH SUN HATS and HELMETS.

Summer BOOTS and SHOES, TENNIS SHOES.

New SWIMMING CLOTHES and BATHING DRAWERS.

French and Irish CLOTHES and HANDKERCHIEFS.

Fine LONG-CLOTH SHIRTS for Summer wear.

Extra LONG RAIN COATS, warranted WATERPROOF.

The 'ACME' Patent Ventilated RAIN COAT.

The 'CLIMAX' SILK UMBRELLA, wear guaranteed.

White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & Co. have the largest Stock in Hongkong of GENTLEMEN'S HOSIERY and OUTFITTING of all kinds; their Selection is kept up by frequent parcels of all the Novelties as they appear in London.

Hongkong, June 25, 1885.

LANE, CRAWFORD & Co.

## Intimations.



### POLICE NOTIFICATION.

THE APPLICATIONS for PERMISSION to SHIP or LAND CANOES at NIGHT having recently become unusually numerous, the Undersigned will be prepared to RECEIVE before the 1st JULY, 1885, on the one side any statement in writing setting forth the necessity of this work being done at night; or, on the other side, any objections to this Course from INSURANCE COMPANIES, OFFICERS of Ships, or other Parties interested.

Full freedom of action is reserved on the part of the Government.

W. M. DEANE, Captain Superintendent of Police.

CENTRAL POLICE OFFICE, 25th June, 1885. 1072

NOTICE.

THE HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

THE CERTIFICATES of 10 SHARES numbered 5270/5276 and 5670/5672 in this Company, standing in the Register in the name of Captain C. HERRMANN having been LOST. Notice is hereby given, that a NEW CERTIFICATE will be ISSUED a Fortnight hence to Mr. N. A. STEBES as Trustee of the Estate of the late Captain C. HERRMANN and that the ORIGINAL CERTIFICATES, unless produced within that period, will thereafter be held by the Company as null and void.

Dated the 23rd day of June, A.D. 1885.

By Order of the Directors.

D. GILLIES, Secretary.

Hongkong, June 23, 1885. 1050

NOTICE.

THE HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

GODDS RECEIVED on STORAGE in GODDONS on his New Premises in DUDDELL STREET, next to the ORIENTAL BANK.

# THE CHINA MAIL

No. 6838.—June 27, 1885.

## For Sale.

MACEWEN, FRICKEL & Co.

MOVE INTO THEIR NEW  
ESTABLISHMENT  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL,  
AND ARE SELLING

STORES and other RETAIL ARTICLES  
S at the lowest possible prices

FOR CASH.

and giving the benefits of the Co-operative  
Store system to the Public without the  
necessity of Membership. Detailed Prices  
will be furnished on application.

—

CHASSE & BLAERWEIL'S  
OIL M A N ' S S T O R E S .

JOHN MORR & SONS, LIMITED.  
OIL M A N ' S S T O R E S .

J. T. MORTON'S  
OIL M A N ' S S T O R E S .

MAQUINACHY BROTHERS'

Lowestoft

OIL M A N ' S S T O R E S .

AMERICAN

OILMAN'S STORES.

WINES, &c.

CHATEAU MARGAUX.

CHATEAU LA TOUQUE, pinks & quarts.

IRIS GRAVES, " "

BREAKFAST CLARET, " "

SACONE'S MANZANILLA & AMON-

TILLADO.

SACONE'S OLD INVALID PORT

(1848).

HUNTER PORT.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINSALEN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOARD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOILLY PRAT & Co.'s VERMOUTH.

JAMESON'S IRISH WHISKY.

MARSALA.

EASTERN AMERICAN CIDER.

CHARTREUSE.

MARASCHINO.

CURAOAO.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pinks and quarts.

GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pinks and quarts.

DRAUGHT ALE and PORTER, by the  
Gallon.

ALE and PORTER, in hogsheads.

—

TO LET, FROM 1st MAY.

SHOPS and GODOWNS, and STOR-

AGHS, at No. 55 QUEEN'S ROAD EAST,  
(opposite the Temperance Hall). Also  
BEDROOMS. SERVANTS and KITCHEN AC-

COMMODATION.

Apply to

MACEWEN, FRICKEL & Co.

Hongkong, April 4, 1885.

572

NOTICES to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship *Glenoe* having arrived

from the above Ports, Consignees of  
Cargo by her are hereby informed that their  
Goods—with the exception of Opium—are  
being landed at their risk into the Godowns  
of the Underwriters, whence and/or from  
the Wharves or Bouts delivery may be  
obtained.

Optional Cargo will be forwarded un-  
less notice to the contrary be given before  
11 a.m. To-morrow, the 26th instant.

Cargo remaining undelivered after the  
30th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, June 25, 1885.

1074

## INSURANCES.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, Agents of the above  
Company, are authorized to Insure  
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

14

## NOTICE.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to accept  
Risks on First Class Godowns at 3  
per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

938

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

BELLE OF OREGON, Amer. barque, Capt.  
E. Matthews.—Messengers Maritimes.

BEN J. SEWALL, American ship, Capt. S.  
Ulmer.—Douglas Larrall & Co.

COLUMBUS, German ship, Capt. B. Sauer-  
michl.—Borneo Company, Limited.

DIRECTOR, British barque, Captain W. D.  
Boat.—Admiral Bell & Co.

FRIEDRICH, German barque, Captain H.  
Spies.—Siemens & Co.

HIGHLAND LIGHT, American ship, Capt.  
J. W. Norcross.—Order.

JAMES G. PENDLTON, American barque,  
B. F. Colcord.—Captain.

PEMBROK, American barque, Capt. F. L.  
Chapman.—Arnold, Karberg & Co.

PHENIX PENDLTON, American barque,  
Capt. Blanchard.—Arnold, Karberg & Co.

RALPH M. HAYWARD, Amer. barquentine,  
Capt. J. Baxter.—Arnold, Karberg & Co.

SHARPSHOOTER, British barque, Captain  
John Horne.—Gilmans & Co.

ST. NICHOLAS, American ship, Capt. W.  
P. Joy.—Mather & Co.

WIND, American ship, Captain S. Sim-  
mons.—Order.

## Entertainment.

THEATRE ROYAL,

CITY HALL

LAST NIGHT! LAST NIGHT!!

OF THE 'MASCOTTE' OPERA  
COMPANY.

PATRON:  
H. E. SIR GREGORY FERGUSON  
BOWEN, G.C.M.G.

TO-NIGHT! TO-NIGHT!!

SATURDAY, June 27th.

PLANQUETTE'S DELIGHTFUL COMIC OPERA

'Les Cloches de Corneville'

(The Bells of Normandy.)

M. E. FARREY, ... MARQUIN DE LUCINAY.

VERNON REED, GENEVIEVE.

E. M. PAUL, ... GASPARD.

NEIL O'BRIEN, ... THE BAILLIE.

Miss FLORENCE, ... GRIMMINE.

SEYMORE, ... AND.

Mrs. EVA DA, ... SERPOLETT.

The remaining Characters by the full

strength of the  
'MASCOTTE' OPERA COMPANY,

and a host of Auxiliary Aid.

REMEMBER! GRAND FAREWELL  
PERFORMANCE

and positively

LAST APPEARANCE  
OF THE  
'MASCOTTE' OPERA COMPANY.

APPROPRIATE SCENERY & EFFECTS,  
with

RICH AND COSTLY WARDROBE.

Doors open at 8.30 P.M.

Overture at 9.00 "

Price of Admission:

Reserved Dress Circles, \$2.00.

Stalls, \$1.00.

Box Seats at Messrs. KELLY & WATSON'S,

FRANK STUART, Agents

Hongkong Hotel.

Hongkong, June 27, 1885.

1075

## To-day's Advertisements.

### DEPARTURES.

June 27—

Menz'ah, for Yokohama.  
Widwood, for Hilo.  
Helen, for Tientsin.  
Aetona, for Shanghai.

Amatista, for Amoy and Tamsui.  
Camorta, for Amoy.

Adwoa, for Singapore and Bombay.

Pai-jo, for Shanghai.

### CLEARED.

Lennor, for Shanghai.

Glencoe, for Shanghai.

Peking, for Shanghai.

Namea, for Coast Ports.

Samoa, for Hawaii.

Albion, for Haiphong.

Cavendish, for Saigon.

Horizon, for Yokohama.

Willy, for Hilo.

Director, for Portland, Oregon.

Mohave, for Saigon.

Moskva, for Singapore.

### ARRIVED.

Per Sharpshooter, from Albany, Mrs

Horne and 3 children.

Per Atone, from Haiphong, 16 Chinese.

Per Moskva, from Nagasaki, Mr Dop-

petz.

Per Zambo, from Straits, 20 Chinese.

Per Germania, from Mactan, 24 Chinese.

Per Zebulon, from Haiphong, 16 Chinese.

## THE CHINA MAIL.

will remain in supreme command until the arrival of a Vice-Admiral from home. Should it be decided, however, to divide the squadron into two, it is very probable that Admiral Lespes will command the one, and Admiral Riauner the other.

A SEAMAN, named James Giller, an inmate of Lenox's Boarding house, died very suddenly last Thursday morning. Deceased was put to rest on Wednesday night the worse from drink, and on the following morning was seriously ill. About 10 o'clock a.m. on Thursday he was sent to the Civil Hospital, but expired on the way there.

A post mortem examination was ordered by the Coroner the same day, and this afternoon, at 12.30, summonses were issued for a jury to hold an inquest upon the body at the Mortuary at 4 p.m. After the jury had viewed the body, the inquest was adjourned till Wednesday next, at 9.30 a.m., at the Magistracy.

We learn that the Registrar General's Department has been fully alive to the miseries caused by the joss-house din, and has now so wonded the permits granted for such noisy festivals as to give the Police power to abate the nuisance after 11 p.m.

From the fact that last night was comparatively quiet, it is presumed that the Police enforced the conditions stipulated on the permit; and insisted upon the more hideous portion of the noise being suppressed.

Eleven o'clock at night is surely late enough in all conscience to sustain the specially horrible elements of a frightful and discordant row. Every allowance ought to be made for the Chinese notions of harmony; but to murder sleep after eleven o'clock that cannot be tolerated. The Registrar General and the Captain Superintendent of Police have done well in stopping this nuisance.

On Tuesday evening next, at 8 o'clock, a general meeting of marine engineers will be held in the Victoria Hotel, to consider the question of the reduction of wages which in some cases has already been effected and in others contemplated. About a month ago it was announced by means of a circular sent round by the steamship owners at Shanghai, that it was proposed to fix the scale of wages for engineers employed on coasting steamers at—chief engineers, \$150 per month; second engineers, \$10; and third engineers, \$70. Those at present enjoying the old rate were also informed that they would have to sign an agreement promising to accept the reduced rates when their turn for promotion came. The new rates are as nearly equivalent as can be to the wages paid to engineers employed in the coasting steamers at home; and, naturally enough, the engineers have determined to resist the innovation as far as they can. United action has already been taken by the engineers in Shanghai on the matter, and the engineers of Hongkong are now stirring themselves in the same direction, with what result remains to be seen.

*L'Aspir du Tonkin* gives the following particulars of the attack made upon Commissioner Woodruff and his colleagues while proceeding by junks to Thian-quan:—After witnessing the ratification by Liu-wei-hue of the engagements entered into on his behalf by China on the occasion of the signature of the preliminaries of peace, the Chinese commission returned to Hsing-hu; then, in order to reach Thian-quan, they ascended the Red River and entered a branch stream running parallel with the commissioners. The chief of the assembled multitude then harangued the Chinese deputation and solicited the support of China against France. The Chinese mandarins refused to listen to speeches of such a nature and declined the presents offered. The Annamite sampans then went away; but scarcely had they reached the bank, than a musketry fire was opened upon the junks. The Tonkinse tirailleurs who composed the escort at once returned the fire, and the fusillade continued for four hours. Two servants of the Chinese commissioners were wounded.

This action was probably taken at the instance of the court of Hué; it shows how distrustful we should be of our good friends of Annam, who hoped, no doubt, in this instance to embroil us with China and endanger the peace being concluded.

We read in the *Straits Times* that the laying of the rails for the tramway there is being pushed on very fast, especially in South Bridge Road, where a double line is being laid down. We understand the contractors did not succeed in laying down the contract length of line the first month, but exceeded it the second month, and as they were more accustomed to the work, will be able to get on much faster. The tramway lines do not prove much obstruction to the traffic, provided they are careful to keep the wheels of their carriages clear of the grooves in the rails. It will be some time yet before the public can expect to derive any benefit from the line.

Messrs Donald Currie and Co.'s steamship the *Garth Castle*, Captain R. Duncan, and the F. and O. steamship *Chusan*, Captain B. Wyatt, arrived in Plymouth Sound on the 19th May within one hour and a quarter of each other after an exciting race across the Bay of Biscay. It appears that after passing Cape Finisterre the *Chusan* sighted the *Garth Castle* steaming ahead of her. She at once put on all steam and raced up

to the *Garth Castle* and the two vessels then made a fair start for Plymouth. There was great excitement among the passengers on both the two ships, and a number of bets were made.

Mr Lockhart repeated his statement, and then said the reason they had put Mr Ryrie's name into the A class was because they had had an opportunity of seeing him row, and they had not seen Mr Hopkins row. He thought so far as was concerned Mr Hopkins was not bringing forward his resolution for the good of the Club. Mr Lockhart next proceeded to say that there seemed to be an idea that these rules were brought forward by the Committee for the good of themselves and a few friends. He did not think it was necessary to issue them that was not so, and that was the last thing they thought of. He explained how it was the rules came to be brought forward; that it was done at the suggestion of the Committee. This had been proposed for a long time, and the rules were formulated. He granted that it was a pity more notice was not given, but when the rules were formulated there was not the slightest sign of opposition. As a proof that they had no wish to still discussion, he may say that the present meeting was indirectly got up by the Committee. Mr Lockhart then spoke of the communications to the papers on the subject, and strongly deprecated members rushing into print with the affairs of a private club, when they had the means of having their grievances remedied by applying to the Committee. He strongly maintained the necessity for the rules, and the boats given to the B class were perfectly good, and for his own part he would soon be in B class as a club, and it was an easy matter for any member who was efficient to get into either A or B class.

After some further discussion, Captain Hopkins proposed, and Mr E. Carvalho seconded, that the new rules be abolished. Mr Carvalho proposed as an amendment, and Mr Goodall seconded, that the new rules remain.

The amendment was put to the vote first, when, by a show of hands, 20 declared in favour of it. Captain Hopkins' motion was then put, when 32 voted for.

The Chairman declared the resolution carried and the new rules were abolished.

A meeting will be called a fortnight hence for the purpose of confirming the resolution.

## The Fatal Floods at Canton.

(From Our Correspondent.)

Canton, June 26th.

I am now able to forward you a few more particulars relative to the recent floods in the Canton province and some of their consequences.

Last Friday the embankment at Tam Kong, a place about two days distance from Fatsian, gave way. After that the water burst the embankment at Tai Wai, Lo Kap, Fung Lok and Shet Kok, places situated in the districts of Nan Hoi, Tsing Un and Ko Iu. At Pun Lang, a village distant from Canton about a mile, a falling of houses caused the death by drowning of over twenty men.

At Kan Iu, a market place situated near an embankment on one of the streams connected with the river which brings down the water from the North, and some water from the West River, the majority of the inhabitants were drowned by the water bursting through the embankment.

Some escaped to a piece of ground in the neighbourhood, but the water continued to rise and gradually enveloped the houses, and all they can do is to beat gongs, burn incense, howl to the heavens that are as brass, pray to one idol to beat the killing of pigs, close the North Gate, snub the Northern Ruler and then—take their chance.

## Tokio.

(From an Occasional Correspondent.)

removed all barriers in the river, the steamer might have gone round by the Minco passage, and thus the accident would have been prevented. Besides this it is quite possible that the barriers in the river caused the water to accumulate more in and about Canton, whereas had they been removed some small amount of suffering and certainly the accident caused by the *Garth Castle* might have been prevented. Again the Hawaiian Government is not responsible for the flood, and it may reasonably be argued that, the later, being due to laws over which man has no control, the Sloane Company is more or less free from liability.

It appears to some persons that the Chinese Government ought to bear at least a portion of the loss, and be requested to upon the Macao Reach. The boat people ought in some way or other to receive compensation.

The suffering that is being endured by thousands in this province is simply heartbreaking. Children are calling to their parents that they are hungry, and the broken-hearted parents can only reply with eyes blinded with tears that they have nothing to give them. If the wealthy Chinese merchants in Hongkong would institute some means to assist the Human Society (Ou Yuk Tong) in Canton in its well-intended but limited efforts, they would receive the thanks of starving thousands. Let the Chinese Government and people move first, and if they find themselves unable to control the distress and suffering then perhaps foreigners might be moved to help. Doubtless the Missionaries in Canton would lend themselves as a means of conveying the outflowings of charity to these needy people. All who know anything of Chinese institutions know that a vast amount of peculation goes on. They sin even in their holy things. That being so, any money subscribed by foreigners might be distributed in the shape of rice and fuel by the followers of Him who went about doing good.

These floods will of course bring on other calamities. The subsiding water will leave an alluvial deposit that will burden the atmosphere with malarial poison. The people are obliged to use the filthiest and dirtiest water, which must give them all sorts of diseases. What a boon would have been conferred on the people if the scheme for having a reservoir and bringing water to Canton in pipes had been completed. But the non-progressive character of this people leaves them helpless and undone in the face of calamity, and all they can do is to beat gongs, burn incense, howl to the heavens that are as brass, pray to one idol to beat the killing of pigs, close the North Gate, snub the Northern Ruler and then—take their chance.

Temporary premises will, in the meantime, be secured, and efforts made to raise subscriptions to enable the Committee to open the institution as soon as possible. It is anticipated that a House Surgeon will be secured and everything should be in readiness to receive patients by the 1st of January.

Vessels at present in dock, S. S. *Torpedo*, S. S. *Rising Sun* and Siamese brig *Doretta*.

## CORRESPONDENCE.

THE LUCKY THIEF.

To the Editor of the "CHINA MAIL".

Hongkong, 27th June, 1885.

Sir,—The letter in your paper of the 25th instant, from "An Old Resident," contains the proposition I intended to put before you myself, i.e., that a \$1 subscription be at once started until the amount reaches \$100, so that in case the Governor of Council does have the recognizances extreated, the above amount may be handed to Mr Leonard, the 2nd engineer of the *Kwongkong*, thus shewing him that the subscribers much regret that the trial of Fung Apo was not postponed by the Attorney-General. I suppose the latter had the power to ask the Judge to postpone the trial. I would suggest that you take upon yourself the kind trouble of having subscription lists put in the usual public places, and the \$100 will, I am sure, soon float in. I send you a \$1 note herewith, to please put my name down on the list as

Mr Lockhart.—To preserve the property of the Club.

Captain Hopkins referred to rule 5 of the Club Rules, which provides that members shall repair and pay for any damage done unless the damage was done accidentally.

There was a rule which provided for the preservation of the property of the Club.

Mr Lockhart and Captain Hopkins ought to have first ascertained that before he made his statement.

Captain Hopkins said that if they had this rule what was the reason for making the new rules?

Captain Hopkins asked what the new rules were for.

Mr Lockhart.—To preserve the property of the Club.

Captain Hopkins referred to rule 5 of the Club Rules, which provides that members shall repair and pay for any damage done unless the damage was done accidentally.

There was a rule which provided for the preservation of the property of the Club.

Mr Lockhart and Captain Hopkins ought to have first ascertained that before he made his statement.

Captain Hopkins said that if they had this rule what was the reason for making the new rules?

Captain Hopkins asked what the new rules were for.

Mr Lockhart.—To preserve the property of the Club.

Captain Hopkins pointed out that another rule provided that before taking out a boat members should enter their names, and the name of the boat and the time. If that rule were enforced, they would know who did the damage.

Mr Tripp said that did not help them in finding out whether the damage was done by accident or not.

Captain Hopkins then went on to say that the new rules were passed in an unfair manner.

They were passed forward to the general meeting and so on.

It ought to have been expressed in the notice calling the meeting that the new rules were to be brought forward at the meeting, and the rules ought to have been posted up for a week or so before, so that the members might have seen them and been able to make objection.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of stars who are reduced to starvation?

## SCIENCE AND WAR.

The London *Spectator*, commenting upon the letter of a correspondent, signing "Protogoras," who discusses the ultimate future of war, says:—

The twofold notion that war will ultimately be stopped by some discovery will make a battle too dangerous for human beings to encounter, and such a discovery must be of universal benefit to mankind, has been prevalent for the last forty years, and has repeatedly helped to induce inventors to go the best of their thoughts in the way of destruction. There are inventors now and electricians who give most of their time to such studies, the electric experimenter in expediting various—such are all, we are told, yet too heavy for use—and the electricians seeking some of their methods of fireman with inconceivable rapidity, and others some way of making the current as powerful as deadly as the lightning. Men so employed, always absent themselves, if challenged, by the argument used by "Protogoras," and are usually quite sincere. They honestly fancy that they could pour death in thods out of a vial or out of an electric battery, not only would war cease, but the right would always win. The late Mr Urquhart was, we believe, possessed with this twofold idea; and in a powerful novel, of which we recollect everything but the name, he represents a great conqueror leading a small army of the poor, who, though not indeed in silence and darkness as "Protogoras" imagines, but through a kind of joy of destruction, overthrew those who, by the wronged, could avenge himself; but will he trust the power of vengeance, to the death, to every man who thinks himself wronged? Does he really believe that every dynamitard is a good man; or that the tyrant, the spiteful man, and the greedy man will not loat at the new world? As a matter of fact, he will be twice as ready as the good man, for, unless human nature strangely alters, it is not the good who will get rid of the inner reluctance to use this power of destruction, even in a good cause. One does not need an executioner among snipers to give the relatives of their victims yet blazon the paymasters of the dynamitards. We do not know that those who are the resources of science, either talk or act, "by the law of love." It would be possible to appropriate to that it gives one great pleasure to push and sell the sales of your medicines, or account of their worth. I have not had to hear a single complaint about your medicines since I have sold them, but on the other hand, unbound testimony to their worth, therefore I am willing to confidence bring them to the public notice. During 1852 I sold 112 dozens of the Syrup, and 73 dozen Pills. This, I think, taking into account that the inhabitants are under 2,000, and there are two other agents in the town, will give you a good idea as to how it is appreciated here. Faithfully yours,

"H. J. Lillard, Pat. Med. Vendor."

## Money Orders.

1.—Money Orders can be obtained at Hongkong and Shanghai on the following countries:—

- \* Azores Is.
- \* Belgium.
- \* Bermuda.
- \* Canada.
- \* Cape Colony.
- \* Constantinople.
- \* Denmark.
- \* Egypt.
- \* Falkland Is.
- \* Germany.
- \* Gt. Britain.
- \* Greece.
- \* Holland.
- \* India.
- \* Italy.
- \* Japan.
- \* Latin America.
- \* Macao.
- \* Mauritius.
- \* Natal.
- \* Newfoundland.
- \* New South Wales.
- \* Norway.
- \* Port Darwin.
- \* Portugal.
- \* Queensland.
- \* S. Helens.
- \* Seychelles.
- \* Sierra Leone.
- \* South Australia.
- \* Straits Settlements.
- \* Sweden.
- \* Switzerland.
- \* Tasmania.
- \* United Kingdom.
- \* United States.
- \* Victoria.
- \* Western Australia.
- \* West Indies (British, Danish, and Dutch).
- \* Louis.

2.—Orders on the countries marked "A" are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The Hongkong Post Office also issues orders on Shanghai, and vice versa.

4.—The commission charged is as follows according to the currency the Order is drawn in:

Up to 2s, or 20s, ... 0.20 cents.  
" 5s or 25s, or R. 50, ... 0.40 "  
" 7s or 57s, or R. 70, ... 0.60 "  
" 210 or 850, or R100, ... 0.80 "  
" 1510, ... 1.00 "

5.—No Order must exceed £10 or £50 (unless drawn on India, when R150 or the like), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

6.—Money Orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, at which see separate notice on the Hongkong Postal Guide.

7.—Sums not exceeding £50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for remitting them; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

General Post Office, Hongkong, April 18, 1883.

## Government Notification.

No. 56.  
HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,  
FREDERICK STEWART,  
Acting Colonial Secretary,  
Colonial Secretary's Office,  
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.  
1823 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Man-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and other signals, leading as it were, in a gentle slumber to the regions beyond the shadow of the couch.

The Full Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

6. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

7. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

8. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

9. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

10. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

11. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

12. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

13. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

14. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

15. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

16. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

17. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

18. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

19. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

20. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

21. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

22. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

23. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

24. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

25. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

26. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

27. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

28. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

29. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

30. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

31. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

32. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

33. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

34. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

35. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

36. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

37. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

38. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

39. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

40. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

41. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

42. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

43. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

44. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

45. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

46. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

47. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

48. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

49. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

50. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

51. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

52. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

53. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

54. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

55. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

56. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

57. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

58. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

59. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

60. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

61. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

62. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

63. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

64. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

65. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

66. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

67. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

68. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

69. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

70. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

71. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

72. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

73. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

74. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

75. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

76. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

77. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

78. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

79. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

80. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

81. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

82. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

83. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

84. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

85. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

86. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

87. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

88. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

89. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly fire.

90. The Destroyer makes his first approach in many forms, but none are more favoured by him than that of a deadly